

Intimation.

Powell's

Alexandra

Buildings

GREAT

CASH

SALE

NOW ON

ENORMOUS

REDUCTIONS

POWELL'S

ALEXANDRA

BUILDINGS

Hongkong, 5th February, 1910.

Intimations.

HONGKONG JOCKEY CLUB.

RACE MEETING.

TO-MORROW & SATURDAY (OFF-DAY),
17TH AND 19TH FEBRUARY.TICKETS OF ADMISSION TO THE GRAND
STAND AND ENCLOSURE may be
obtained from Messrs. KELLY & WALSH, L.D.,
or at the Club Office, 17th and 19th February,
(excluding the OFF-DAY), or \$3 per day. Tickets
for the OFF-DAY, \$2.No one admitted without a Ticket, to be
shown to the Ticket Inspector at the Gate.T. F. HOUGH,
Clerk of the Course.

Hongkong, 16th February, 1910. [152]

HONGKONG JOCKEY CLUB.

THE STEWARDS request the pleasure of
the presence of the LADIES at the
GRAND STAND and the ENCLOSURE
during the Races 17th and 19th inst.A Stand and Enclosure will be reserved for
Members and Members' Wives and Families.
Tickets for which will be sent out with the
Members' Tickets on the 7th inst.All Tickets must be produced to gain
admission.Special accommodation will be reserved as
in recent years for Chinese Ladies and their
Female Attendants in the Stand erected on the
plot of ground next to the Lusitano Club Stand.T. F. HOUGH,
Clerk of the Course.

Hongkong, 16th February, 1910. [151]

HONGKONG JOCKEY CLUB.

NO CHILDREN under the age of 14 years
will be admitted into the Enclosure.T. F. HOUGH,
Clerk of the Course.

Hongkong, 1st February, 1910. [154]

HONGKONG JOCKEY CLUB.

PASSES for Servants will be issued on
application to the Underigned on
SATURDAY, 12th, and MONDAY, 14th
inst.No Servants will be allowed inside the
ENCLOSURE of the Race Course during the
Race day WITHOUT TICKETS, which can
be had on application to the Underigned.
These Tickets are only available for servants
while in attendance on their employers or when
on duty at the various Stands.Any Chinese found loitering about with
Servants' passes in their possession, will forfeit
them and the holders thereof will be removed
from the Enclosure.T. F. HOUGH,
Clerk of the Course.

Hongkong, 1st February, 1910. [155]

Public Companies

HONGKONG AND SHANGHAI BANK-
ING CORPORATION.NOTICE is hereby given that the ORDIN-
ARY HALF-YEARLY MEETING of the
SHAREHOLDERS in this Corporation will be
held at the City Hall, Hongkong, on
SATURDAY, the 19th day of February, 1910,
at 10.30 a.m. for the purpose of receiving the Report
of the Board of Directors together with a Statement
of Accounts to 31st December, 1909.The REGISTER OF SHARES of the Cor-
poration will be CLOSED from MONDAY,
the 27th February, to SATURDAY, the 19th
February, 1910 (both days inclusive), during
which period no transfer of Shares can be
registered.By Order of the Board of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, 29th January, 1910. [140]

HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEET-
ING OF SHAREHOLDERS will be
held in the Offices of the Company, Queen's
Buildings, Connaught Road, on MONDAY,
21st February, at 12 o'clock. Noon, for the
purpose of receiving the Report of the Directors
and the Statement of Accounts to the 31st
December, 1909.The TRANSFER BOOKS of the Company
will be CLOSED from the 8th till 21st
February, both days inclusive.By Order of the Board of Directors,
W. JOLLY,
Secretary.

Hongkong, 9th February, 1910. [175]

HONGKONG ICE COMPANY, LIMITED.

THE TWENTY-NINTH ORDINARY
ANNUAL MEETING OF SHARE-
HOLDERS will be held at the Offices of the
General Managers at 11.30 a.m. on SATUR-
DAY, 19th inst., to receive the Statement of
the Company's Account to 31st December,
1909, and the Report of the General Managers.
The TRANSFER BOOKS of the Company
will be CLOSED from the 16th inst. to 19th
inst., both days inclusive.JARDINE, MATHESON & CO., LTD.,
General Managers.

Hongkong, 9th February, 1910. [175]

FOR SALE

GRACA & CO.

27, DES VŒUX ROAD.

ASIATIC POSTAGE STAMPS

and
VIEW POST CARDS.Stamps in Sets, Packets, Bags and Single.
Assortment of Stamps and Post Card
Albums.Postage Stamps Catalogues for 1910.
Stock Books, Duplicate Pocket Books,
Transparent Envelopes.Teasers, Magnifying Glasses, Perforation
Gauges.Novels, Books for parlour and household
use, Toy Books for Children,
Prayer Books, Religious Pictures, Pendants,
Medals, Statuettes, Flower Seeds,
Relief Scraps and Scrap Albums.

MANILA CIGAR AND

CIGARETTES.

Inspection invited.

Hongkong, 12th January, 1910.

VIOLIN'S NEW TERROR.

MAY CAUSE CURVATURE OF THE SPINE.

There is a startling statement in an import-
ant lecture printed in the *Hospital* on lateral
curvature, by Dr. Alfred H. Tubby, surgeon to
Westminster Hospital. The statement is that
violin-playing can be largely responsible for
curvature of the spine."A large number of girls of about the age of
fourteen develop curvature of the spine of
varying extent," says the doctor. "Some of
these curvatures are due to bad positions in
sitting and standing, whilst others are due to
the fact that the muscular system is not suffi-
cient to keep the spine upright during the
fatigues incidental to school life, and especially
those of writing and sitting in certain positions
for a long time.""I may allude to particular conditions which
give rise to scoliosis in girls. One of them is
playing the violin. I am convinced, from what
I have seen, that of all the pernicious positions
in many girls that assumed in playing the
violin is the worst. The right shoulder is raised
and the left shoulder is lowered and carried
forward, with a curvature to the left in the
dorsal region and a compensatory curve to the
right in the lumbar region.""I am constantly asked whether a patient
may play the violin. If the girl has already a
certain amount of curvature, even if it be very
slight, the answer should be unhesitatingly
"No." If it be already advanced, all practice
on the violin must be stopped or the patient
will never get well."

DANGERS OF HOCKEY.

Then the doctor proceeds to point out some
of the unsuspected perils which attend the
playing of hockey:"Another cause of a certain degree of curva-
ture is playing hockey. There is a "hockey
shoulder," in which the left shoulder is raised
and carried forward, and a curvature is devel-
oped, also to the left in the dorsal region.
These facts may sound far-fetched, but they are
being recognized by the more intelligent mis-
trresses, and in some schools hockey is taken
out of the curriculum; and so is violin-playing.""Another cause is the curious position in
which children are taught to write. I have a
very vivid recollection of my writing days. The
pen was tied to my fingers by means of red
tape, I was directed to lean over to the left side
and point the head away. If there is any con-
dition more likely to cause scoliosis, it would
be difficult to think of it."

GENERALLY SUPPORTED.

Dr. Tubby's remark, a "Morning Leader"
representative found, were generally supported
by the musical profession, and all good and
qualified teachers recognize the danger of the
"violin position" to young girls.A well-known professor at the Guildhall
School of Music said: "I attach the very
highest importance to the proper position in
playing the violin. It is impossible to be too
careful. If I saw a pupil raising one shoulder
a little, or if I saw her resting her weight on
one leg so that one hip was thrown out, or if I
noticed a tendency to sway, I should do every-
thing in my power to check it. The dangers
of any laxity here are incalculable.""I do not go so far as to say that a girl with
a tendency to curvature should not be allowed
to play the violin, but I do say that the very
greatest care should be exercised."

STOPPED THE VIOLIN ALTOGETHER.

"Unfortunately the case of my own daughter
serves as an illustration. I did not teach her
myself, but I put her in competent hands. She
evidently had a very flexible opinion, for even
with the care exercised she began to develop
curvature—which, of course, may have been
started by her desk work at school—and I
stopped the lessons. I at once sent her to un-
dergo a course of Swedish gymnastics, and I
am glad to say that she recovered. But with
a spine so inclined to weakness I did not care
for her to run any more risks, and so I stopped
the violin altogether.""I can only repeat that with proper care and
attention, and a strict eye for any tendency to
give way to a natural weakness of position
when standing the chances of any permanent
harm are practically nullified."

SCOTT'S EXPEDITION.

MR. MEARES OFF TO OBTAIN DOGS AND
PONIES.The first member of the British Antarctic
expedition, under Capt. Scott, left England yester-
day, 14th ult., in connection with the work of
the expedition, and expects to be absent three
years. I hear Mr. Cecil H. Meares, Reuter states,
who, in consequence of his special knowledge,
is being dispatched to Siberia to obtain dogs
and ponies for use in the next British attempt
to reach the South Pole.With the exception of a brief stay at Mos-
cow, Mr. Meares travels direct to Vladivostok.
Thence he will proceed north to the Amur and
make inquiries as to where suitable
dogs are most plentiful. By means of sledges
he will then press further north from the Amur
district to Yakut, a great sable centre in
Yakutsk, where animals will probably be
procured.Subsequently, still travelling alone, he may
have to go to Okhotsk and on to the Ver-
khovsk Mountains, a region which is de-
scribed as being almost, if not quite, the
coldest in the world. Mr. Meares intends to
get most of his dogs, particularly the main
team leaders, in Siberia, but a few, including
animals for breeding, etc., will be obtained
elsewhere.This part of the work is likely to occupy be-
tween three and four months, but it must be
completed before the route back to Vladivostok
the traveller may get back to Vladivostok in
April. Should he be delayed he will have to
take any available steamer from Okhotsk.
Mr. Meares will then commence the collection
of ponies in the country round Harbin.
When the purchase of the necessary animals
is completed all will be taken to Vladivostok
and shipped to Kobe, where they will be trans-
ferred to another steamer for conveyance to
New Zealand.Mr. Meares, with his animals, will join the
main body of the expedition on board the
Terra Nova in New Zealand in December.

SANDWICH GIRLS.

YOUNG WOMEN TO COMPETE IN YET
ANOTHER SPHERE.A crowd of neat, good-looking, smiling girls
filled the pavement outside, and the first two
flights of stairs inside, Percy Hall, off Totten-
ham-cour-ty, yesterday, 14th inst. They were
really the pioneers of a new industry for women,
who are ever increasing the scope of their
industries in this twentieth century.The girls came in answer to the following
advertisement:Twelve ladylike Girls Wanted, height about
5ft. 4in. to carry sandwich boards in the
street. Uniform and boots found. Wages
£1 weekly.—Apply "Busy Bees," Percy
Hall, Percy-st., Tottenham-cour-ty, Fri-
day, eleven o'clock.The "Morning Leader" representative, when
he managed to get up the stairs, found a lady
receiving and reviewing the girls. She had
a business-like notebook in her hands, and
was jotting down in it the particulars of each
batch of girls given in answer to her questions.

A BUSINESS-LIKE ENDEAVOUR.

The lady explained, in a toll, that she was
making a business-like effort to open a new
sphere of activity to women. Sandwichboard
carrying, she admitted, did not sound particu-
larly enticing as a new profession for women,
but under the new conditions which she pro-
posed to adopt it would not be quite the same
thing as that with which the public were
familiar."I shall pay the girls," she said briskly,
"£1 a week, which is, at least, a living wage,
and somewhat better than the ordinary 9s. 6d.
a week. Their hours will be from eight to
five, and out of this they will have one hour
allowed off for lunch."

SMART UNIFORMS.

"I shall also provide uniforms and boots.
The boots will be thick waterproof ones,
and the costumes will be neatly-cut ones of
dark blue serge. Little round caps somewhat
like the ones the messenger-boys wear will
complete the costume. When the weather is
bad, waterproof capes will be provided.""And so that the girls shall want nothing I
am hiring a room where they will be able to
assemble for their luncheon hour."The lady frankly admitted that she was not
doing everything from philanthropic reasons
alone. "I believe there is money in it," she
said, "and that the public will respect and
employ sandwich girls if they are looked after
well. You see there are evidently plenty
of nice girls who do not object to the idea of
carrying a sandwich board, and under the con-
ditions I propose I do not see that much can
be objected to. I shall make a start with 12
girls and see how the business develops."The new venture will start in a short time,
and then mere Man may find himself ousted
from the monopoly of another branch of
industry.

Intimations

THE EXCHANGE BANKS will be
CLOSED for the Transaction of Public
Business at 11.45 A.M. TO-MORROW,
the 17th inst.

Hongkong, 16th February, 1910. [186]

FIRE INSURANCE ASSOCIATION OF
HONGKONG.

RACE HOLIDAYS.

NOTICE is hereby given that all FIRE
INSURANCE OFFICES will be
CLOSED for the Transaction of PUBLIC
BUSINESS at 11.45 A.M. TO-MORROW,
the 17th inst.By Order, A. R. LOWE,
Secretary.

Hongkong, 16th February, 1910. [187]

MARINE INSURANCE ASSOCIATION
OF HONGKONG.

RACE HOLIDAYS.

NOTICE is hereby given that all MARINE
INSURANCE OFFICES will be
CLOSED for the Transaction of PUBLIC
BUSINESS at 11.45 A.M. TO-MORROW,
the 17th inst.By Order, A. R. LOWE,
Secretary.

Hongkong, 16th February, 1910. [188]

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.

CABINET-MAKERS AND ART DECORATORS,
from Shanghai, has re-opened their
FURNITURE STORE

No. 30, DES VŒUX ROAD CENTRAL.

The only Shop in Hongkong with this name

WHERE HIGH-CLASS FURNITURE
of every description can be made to
order in any style required.Have been patronised by the Hongkong
Club, Hongkong Hotel, Telegraph Co.,
Messrs. A. S. Watson & Co., Firms and other
leading Establishments in the Colony, to
whom reference can be made as to the
Superior Workmanship and Materials of the
Furniture, &c., supplied.Messrs. A. S. Watson & Co., Ltd., write as
follows:—"We have pleasure in stating that Mr. LI
KWONG LOONG furnished the Answer
to our Disputary and gave us every satis-
faction."(Sd.) A. S. WATSON & Co.
15th May, 1907.ORDERS punctually attended to, and
CHARGES most moderate.

AN INSPECTION INVITED.

February, 16th 1910.

Intimations

-PABST EXTRACT.

THE best TONIC for keeping in perfect
health in the Tropics.It is a liquid food in predigested form, con-
taining all the bracing, soothing and toning
effects of the choicest hops. Nearly Non-
alcoholic.Highly recommended by the local medical
profession in cases of Debility after Malaria,
from overwork, or other causes, Anæmia,
Nervousness or Dyspepsia. Samples on
application.

ALSO JUST RECEIVED—

PABST (American) BEER, in barrels of
120 bottles. In view of the arrival of the
American fleet in a few days, please order
early, as our stock is limited.SIEMSEN & CO.,
Agents.

Hongkong, 15th December, 1909. [140]

BEAR IN MIND.

1. The First Consignment of a Large and
Varied Stock of the Latest Style of
PARISIAN COMBS specially selected by Mr.
Sapiez has arrived.2. The Most Modern ELECTRIC HAIR-
DRIVING APPARATUS has been installed
in our Ladies' Saloon.3. The services of another First-class
LADIES' HAIR-DRESSER from Europe
are available.THE PARIS TOILET COMPANY,
LIMITED,
No. 13, Queen's Road Central.

Hongkong, 11th February, 1910. [178]

OSMAN &
CASUM,
1 & 3, D'AGUIAR STREET.

JUST UNPACKED

Ladies' Trimmed and Untrimmed

HATS, RIBBONS, FLOWERS

& FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a speciality.

TABLE LINENS, SERVIETTES and

HOUSEHOLD LINENS.

Samples on application.
Coast Port Orders carefully
executed.

Hongkong, 6th September, 1909. [14]

Consignees.

MOGUL LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "SIKH,"

FROM GLASGOW, LIVERPOOL AND
STRAITS.CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, at
Kowloon, whence and/or from the wharves
delivery may be obtained.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 22nd inst. will be
subject to rent.All Claims against the Steamer must be pre-
sented to the Underigned on or before the
15th March, or they will not be recognised.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 22nd inst., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & CO., LIMITED,
Agents.

Hongkong, 15th February, 1910. [184]

S.S. "ERNEST SIMONS"

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex
S.S. *Dordogne* and *Charente*, from Havre
ex S.S. *Malapan*, and from Bordeaux ex S.S.
V. d'Aray, *V. de Lillo*, *V. de Celles* and *Dunker-
que*, in connection with above Steamer are
hereby informed that their Goods, Treasure
and Valuable are being landed and stored at
and Valuable are being landed and stored at
hazardous Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Ltd. at
Kowloon whence delivery may be obtained im-
mediately after landing.Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before 10 P.M. the 14th February, requesting it
to be landed here.Bills of Lading will be countersigned by the
Underigned, Goods remained undelivered after
the 21st February, at Noon, will be subject to
rent and landing charges.All claims must be sent in to me on or
before the 21st February, or they will not
be recognised.All damaged packages will be examined on
the 11th February, 1910, at 3 P.M.

No Fire Insurance has been effected.

P. THOMAS,
Agent.

Hongkong, 14th February, 1910. [180]

Consignees.

FROM EUROPE.

THE H.A.L. Steamship

"SAMBIA"

Captain Müller, having arrived, Consignees
of Cargo are hereby informed that their Goods
are being landed and placed at their risk in the
hazardous and/or extra-hazardous Godowns
of the Hongkong and Kowloon Wharf and Godown
Company, Limited, whence delivery may
be obtained against Bills of Lading counter-
signed by the Underigned.Optional Cargo will be carried on unless
notice to the contrary be given before TO-
DAY.All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.No Claims will be admitted after the Goods
have left the Godowns and all Goods remain-
ing undelivered after the 14th inst. will be subject
to rent.All broken, chafed and damaged Goods must
be left in the Godowns, where they will be
examined on the 14th inst., at 3 P.M.No Fire Insurance will be effected by us in
any case whatever.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 8th February, 1910. [173]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENJAMIN"

FROM LEITH, MIDDLEBRO,
LONDON AND STRAITS.CONSIGNEES of Cargo are hereby
informed that all Goods are being landed
at their risk into the hazardous and/or extra-
hazardous Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Ltd.,
whence and/or from the wharves delivery
may be obtained.No Claims will be admitted after the Goods
have left the Godown, and all Goods remain-
ing undelivered after the 15th inst., will be sub-
ject to rent.All Claims against the Steamer must be pre-
sented to the Underigned on or before the
22nd inst., or they will not be recognised.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 15th inst.No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 8th February, 1910. [174]

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.

THE P. & O. S. N. Co's Steamer

Intimation.

A. S. WATSON & CO.,

LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY THE
GOVERNOR AND HOUSEHOLD.Watson's
HYGIENOL,AND
BUBONIC PLAGUE!

It has been proved by repeated experiments that "WATSON'S HYGIENOL" is the most potent agent for the destruction of fleas, especially rat fleas.

It has now been proved that Plague is conveyed to human beings by means of fleas from rats which have died of this disease.

All risk of infection can be avoided by washing the floors, etc., or sprinkling where the fleas are likely to be with a dilute solution of "WATSON'S HYGIENOL." A teaspoonful to a pint of water, or a teacupful to three gallons, makes a solution of the strength required for this purpose.

HYGIENOL IS A POWERFUL
DISINFECTANT AND
GERMICIDEPrice per Pint.....50 cents
" " Gallon.....\$2.00

A. S. WATSON & CO.,

LIMITED.

HONGKONG DISPENSARY

and

KOWLOON DISPENSARY.

Hongkong, 2nd February, 1910.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, FEBRUARY 16, 1910.

PENSIONS FOR OLD AGE.

When the Old Age Pensions scheme was introduced in the House of Commons there were not wanting detractors who declared that the Government were pandering to the worthless element in the community. It was said that by passing this Bill they were discouraging, thrift, weakening initiative and undermining that sturdy spirit of independence which is the Britisher's boast. Although the pensions could only be claimed by persons who had reached 70 years and who had private means which would increase their income beyond the meagre five shillings a week, the argument was presented that this Bill inserted the thin end of the wedge and at no distant period the age limit would be reduced and we should see able-bodied men—and women—caddling on the good nature of the nation. Not even the objectors of the scheme, however, denied the excellence of the principle. Defeated on the point that Old Age Pensions put a premium on early profligacy, they advanced the suggestion that the Government could not find the money to provide the pensions. That argument was promptly shelved when it was pointed out that if the nation could find eleven millions to build superfluous navies it was surely in a position to assist the genuine poor who had passed the allotted span of three score years and ten. And the Tories recognised that if they continued their sly digs and jealous sneers at the pension scheme their chance of being returned to Parliament was hopeless. Indeed, at one time it almost seemed as if the Tories were to claim the entire credit of having given these Old Age Pensions to the poor, but that suggestion was too obvious a party concession to focus even the most ignorant beneficiary of a ducal dote. Now that the whole country has accepted the policy of Old Age Pensions and the virtue of the scheme has become apparent, a new proposal with the same object but on different lines has been put forward, whereby it will be possible to qualify for a pension at the age of 55 and that without materially add-

ing to the cost of the original scheme. It is based on the idea that the people of the country, the workers who find it hard enough to make ends meet far less to lay up treasure, should, according to their wages, contribute a moiety towards a fund raised by the Government for the benefit of the contributor, while employers should add a portion to whatever sum was deposited by the employee and the Government would double every sum paid in up to £10. The new scheme has been propounded by Sir John Piller, an Englishman resident for many years in Paris, where he has been repeatedly chairman of the British Chamber of Commerce, and it has secured the endorsement of a number of statesmen, financiers and business men who are not at all likely to support a proposal which is not thoroughly sound. The proposition was first submitted at a luncheon given by Mr. Henniker Heaton at the House of Commons in July last and copies of the Contributory Scheme for Old Age Pensions were distributed by Sir John Piller. One of these copies fell into the able hands of the Editor of the *Singapore Free Press* and we have no diffidence in quoting it. Before doing so, however, it may be explained that a Bill has been laid on the table of the House of Commons embodying Sir John Piller's ideas, and the document is backed by the names of an influential and non-partisan committee. The Bill is now in print and what may be termed its "objects and reasons" are to the following effect: The present Old Age Pension Act provides a five-shilling pension, to persons over the age of seventy years, under certain restrictions. To extend and complete the above Act a Bill has been laid on the table of the House of Commons, backed jointly by Conservative and Liberal members. The provisions of the scheme are thus detailed:—(1) That every boy and girl, on attaining the age of fifteen years, shall receive a Pension Book of the value of £30 to form part of the capital which, at the age of fifty-five, shall produce his or her pension. (2) That a further sum of £30 shall be added to the pension capital as an encouragement for betterment in education, technical knowledge, and good citizenship. (3) That all Military and Naval service accomplished shall be acknowledged, and £5 added to the pension capital for each year's service. (4) That married women shall have their pension accounts credited with £5 for each of their children attaining the age of five years. (5) That every act of heroism and everything to the advantage of the individual be recorded in the Pension Book. The pension, put within the reach of every one, exceeds eight shillings a week from the age of fifty-five and sixteen shillings a week from the point which involved Sir John Piller to the conception of the scheme our contemporary gives a statement of the founder's views. Sir John explained to his friends "the institution of Old Age Pensions was really one of those opportunities that occur in the history of a nation for conferring great benefits not only on the poorer members of the community, but also on the great masses of the people." It seemed to him that quite apart from the ultimate object, the pension for the even tide of life, the possibilities of the proposal were enormous; that it could be so framed as to influence the whole of the individual and that the immediate results, the by-products, so to speak, of the scheme could even exceed in importance the Old Age Pension itself. That the State should contribute to any such scheme has always been admitted, and it seemed to the author of the scheme that State contributions should be given in such a form as—(1) to introduce an element of security for the present and hope for the future that did not exist before in a large number of British homes, (2) to raise the standard of British labour and put it on a footing, which, whilst earning higher wages, would allow British manufacturers to compete more effectively on the markets of the world and (3), to stimulate the patriotic feelings of the people. While Sir John Piller was careful to point out that in no way did his scheme clash with the existing Government scheme which, although with a section of the "aged poor of the present day," but that, on the contrary, it dealt with the "young people of the present day." It gave them a fair start in life, helped and encouraged them, and enabled them, so to provide for themselves that they might never require any other help during their lifetime. The scheme might be described as "the institution of a special state annuity department of the Post Office, allowing people to insure for themselves annuities varying in amount, to the maximum of £22 per annum after they reach the age of 55, and £44 per annum from the age of 65. Amongst these reasons in favour of the scheme some may be selected for mention. Whilst the number of people benefited by the Government Old Age pensions amounted to 700,000 there would be twenty-six million persons over the age of fifteen who would benefit by this scheme when in full operation. The benefits would be continuous and cumulative, and not limited to old age. The number of boys and girls who annually reach the age of fifteen number about 882,000 and all of these would be given an equal and a fair start in life. Each would receive publicly

a Government bond of the value of £30, at age of fifty-five. It would be a constant education in citizenship and a stimulus to duty. The Pension Book would be the life companion of the individual and a record of honourable work and achievement. It would contain nothing against the owner, and everything in his favour. It would be a daily inducement to thrift, diligence and enterprise. With regard to the question of finance, Sir John is reported to have said, the theory that every person pays a shilling a week from 15 to 55 years of age, and also takes the full benefit of the scheme, that would cost £5,414,666 per annum from the day it is put to work. That sum, say £5,000,000, would be borrowed by Government annually, and entrusted to a Board of Trustees who would invest it in trustee stocks, allowing the interest to accumulate during the forty years it would take the annuities to mature. Without going into further particulars it may be said that in the fortieth and ensuing years the cost to the Budget would amount to the sum of £12,000,000 on the assumption that every man and woman, rich and poor, in the United Kingdom earned a pension from age 55 of £17.10, and from age 65 of £35. It is affirmed that the cost to the present generation would be very small; that even when the pension becomes payable it would be relatively small, and that the cost would be incomparably smaller than that of any non-contributory scheme. We need not go deeper into the scheme, but it must be evident from the explanation of its working that we are on the verge of a social revolution in the United Kingdom. We do not quite understand how it will affect the passing generation, but it must be assumed that they will not be overlooked. At all events, the scheme provides abundant food for thought.

LOCAL AND GENERAL.

CAPTAIN H. E. S. CONDEAUX has been appointed Governor of Uganda.

The trade of Holland last year is reported to have been, on the whole, very satisfactory.

The First Japanese Battleship Squadron, which was to have sailed for the North tomorrow, has postponed its departure.

The Austro-Hungarian Government has placed £125,000 of the Military Estimates for educational purposes.

The cinematograph representation of the assassination of Prince Ito at Harbin, was shown, for the first time, at Tokio on February 1.

A Bill is to be introduced in the Second Chamber in Holland, designed to prohibit all betting and all racescourses in that Kingdom.

Mr. John Arnold acts as secretary of the Hongkong, Canton and Macao Steamboat Co., Ltd., during the absence on leave of Mr. W. E. Clarke.

The Chongkai Sordang Estates, Limited, recently floated in Singapore, has formally taken over their new property to-day, reports the *Perak Pioneer*, of the 1st inst. Mr. C. R. Natusch, who has had a vast experience of planting in Sumatra and the F. M. S., has been appointed manager.

MACHADO's popular String Band left for Bombay to-day and Hongkongers will not have the opportunity of listening to their good music for a good long period. It is possible they will not return to the Colony. They have been in Hongkong for four years and have rendered good services at various public entertainments.

The *Waterwitch*, survey ship in Chinese waters, is about to go out of commission, her two years expiring in March next. She was recommissioned at Hongkong on March 6, 1908, by her present skipper, Lieutenant and Commander Henry J. Douglas. On recommissioning, Lieutenant and Commander R. J. Hancock has been appointed to the command, and the other officers who join are Lieutenants J. H. Knight (first officer), P. Stevens (navigating officer) and C. S. Wise. Lieutenant and Commander Hancock has been in the service for 14 years, and has been on surveying duties for the past three or four in Australian waters as first officer of the *Farolito*.In matters of temperature this year has already been responsible for two records in Kobe. On the 1st January the maximum temperature was 64.8 Fahr., the highest for that day during the thirty-three years in which records have been kept. On Wednesday, the 12th inst., the minimum temperature registered was 2.7 Fahr., or practically to degrees of frost. This is the lowest temperature ever registered in Kobe since records began to be kept in 1876. The previous lowest minimum temperature was 2.5, but this, as Captain Mahanman noted in his twenty-two years of records, is very exceptional, the thermometer seldom falling below 26°.—*Japan Chronicle*.

As already stated, the authorities at Vladivostok have decided to enforce the rule that no foreigners will be allowed to land unless they are in possession of passports. The Manager of the Russian Volunteer Fleet has issued the following notice to his agents:—"In selling passenger-tickets you must be guided by Article 217 of the Passport Regulations, according to which foreign-visitor passports already valid at a Russian Consulate, in the absence of such valid local police regulations, will prohibit the landing of such passengers, and send them back to their point of embarkation at the expense of the steamer company concerned."

THE RACES.

STEWARDS:—His Excellency, Sir F. J. D. Lugard, K.C.M.G., C.B., D.S.O.; His Excellency Vice-Admiral The Hon. Sir H. Lambton, K.C.B., K.C.V.O., A.D.C.; His Excellency Major Genl. R. G. Broadwood, C.B.; Commodore H. Lyon, R.N., A.D.C.; The Hon. Sir Paul Chater, Kt., C.M.G.; The Hon. Sir Henry May, K.C.M.G.; The Hon. Mr. W. J. Gresson; Mr. F. B. Deacon, Major W. A. Eaton, Messrs. H. J. Gedge, J. A. Jupp, Capt. F. W. Lyons, Messrs. N. J. Stabb, and H. P. White.

STEWARDS IN CHARGE OF THE SCALE:—Mr. H. J. Gedge and Capt. F. W. Lyons; HANDICAPPER:—Major W. A. Eaton and Mr. J. A. Jupp.

JUDGE:—The Hon. Sir Paul Chater, Kt., C.M.G.

ASSISTANT JUDGE:—Major W. A. Eaton.

STARTER:—The Hon. Sir Henry May, K.C.M.G.

SECOND TARTER:—Mr. M. W. Slade.

TIME KEEPER:—Mr. T. S. Forrest.

HON. TREASURER:—Mr. J. F. Cox-Edwards.

CLERK OF THE COURSE:—Mr. F. F. Hough.

SECOND DAY, WEDNESDAY, 16TH FEBRUARY.

Very similar weather conditions prevailed to-day—the second day of the Hongkong Jockey Club's annual race meeting—as on the opening day yesterday. There was glorious sunshine again which, added to the fact that the classic event of the meeting was to be completed for, drew an even larger attendance of Europeans within the enclosure than on Tuesday. The surging crowds of Chinese in the private booths and in the circle enclosed within the rails on the green must have numbered several thousands. The naval and military element inside the course which used to predominate in former years, was this year conspicuous by its absence, and this is all the more remarkable on account of the presence in the harbour of a large fleet of British and foreign men-of-war. As on the first day of the meeting, despite the enormous crowds gathered around the approaches to and in the Happy Valley itself, not a single instance has been brought to notice of disorderliness, which furnishes yet another proof of the happy humour of the Chinese rabble when on pleasure bent.

The sight within the enclosure last none of its vividness and animation on the second day of the meeting, with one notable exception. The Grand Stand and private stands were literally alive with bunting and floral decorations. The exception to which we refer was Mr. H. N. Mody's stand. With that gentleman the community will sympathize in his recent sad bereavement. Mr. Mody has been as prominently identified with the "Sport of Kings" in Hongkong as he is known in the little world of ours as the "Napoleon of the Rialto" and his enforced absence from the field to-day, where his familiar figure was never missed before on the Derby Day, was very generally regretted. The stands belonging to the Sliter Services were, in particular, tastefully decorated; the profusion of floral festoons displayed with an artistic eye was a feature of the decorations.

The ladies of the Colony again graced the occasion with their presence in increasingly large numbers and their pretty costumes and daintily trimmed hats lent colour and charm to the *tout ensemble*. His Excellency Sir Frederick Lugard, who never fails to identify himself with the members of the community whether in business or pleasure, was an interested spectator from an early hour of the day and stayed to the very end of the races. His Excellency was accompanied by Capt. Simson, private secretary, and on arrival was welcomed by the Stewards of the Jockey Club while the Band in attendance played the opening bars of "God Save the King."

The pari-mutuel attracted the usual patrons and those who had been investing in anticipation of surpluses were justified by the result of the first race, although none were hoaxed as they were yesterday when, after accepting the possibilities of a loss back their \$5 bills without so much as a cent of gain in the race for the Hongkong Club Cup. The popularity of the cash sweeps is demonstrated by the higher prices in the later races of the day. The fortunate drawer of the winning ticket No. 200 in the Derby came in for \$3,341.50, a sum which is not to be despised. While notice has been made of very form of attraction contributing to the pleasure of the day mention must not be omitted of the excellent music provided by the Band of the Buffs which played various selections to the delight of the public. The arduous duties of the police were carried out in the same admirable manner the community is so accustomed to expect from them. The Hongkong Electric Traction Co. was responsible for the conveyance of the enormous number of passengers which reflects the highest credit on Traffic Superintendent Course. We were informed by an official that the trams carried the record traffic to-day.

We will now proceed to summarize the most important features of each of the ten races of the day. To begin with, the Jockey Cup brought out a field of fourteen ponies. The condition of the race was that the ponies must be ridden by jockeys who have not had more than two winning mounts previously. Hartwood, after his exhibition in the Wong-nai-chong Stakes yesterday, was greatly flattered for a win in this race, an opinion which was strengthened by Mr. Johnston's declaration on the board "best to win." The rider of Hartwood carried a yellow cap to distinguish him from his stable companion with the same, for this race. The result was a complete surprise when Resolution won and three ponies finished dead heat for second place. This was never known before in the annals of Hongkong racing. There were no backers in the pari-mutuel for a win. A protest was lodged with the Stewards against the Club's decision not to pay out on the "winners" in the "pazi." The protest was considered at a private meeting of the Stewards and it was not

upheld. The Exchange Plate was an easy win for Kirkpatrick II, the favourite. The Hongkong Derby was an open event and was keenly contested by Royal Rose, who was splendidly ridden by Mr. Burkill, the pacing being made by Perimmon Tree from the very start. Mr. Johnston on Meynell did his level best to capture the blue ribbon of the meeting, and if he failed, it was due to the better pony winning. Mr. Burkill led Royal Rose into the paddock, Hon. Mr. W. J. Gresson Meynell, and Mr. F. B. Marshall Maple Tree. Quite an ovation was accorded to Mr. Burkill for his excellent win. The betting on the winners was as follows:—

Maple Tree	46
Sorosis	11
Meynell	400
Dwarf Rose	60
Rubber Chief	11
Perimmon Tree	202
Royal Rose	103
For Places:—	
Maple Tree	90
Sorosis	59
Meynell	680
Dwarf Rose	73
Rubber Chief	45
Perimmon Tree	345
Royal Rose	273

The German Cup provided another excellent finish between Warrior Rose, Man Man and Carzzy's Fame. Man Man was just beaten by Warrior Rose at the post. After this race there was an adjournment for fifteen. H. E. Baron H. Kamimura and suite were the guests of the Hon. Mr. W. J. Gresson at luncheon.

The first race after the interval was the China Stakes when Pet Rose started a hot favourite. It was won by Mr. Buxey's representative, after a tame race. For the Lusitano Cup six ponies started. It was a capital race. Belgian Chief's placing in second position from Silverton—the winner—by a nose proved extremely exciting. The next great race of the day was the Challenge Cup, when Spring Rose commanded popular favour, which he justified by winning in easy style from last year's winner—Giesler. The Navy Cup was snatched from Kerry by Mr. Johnston on Blackmore Vale, Capt. P. H. M. Taylor's Tomahawk finishing a good third. Fig Tree's win in the Paces Cup was a capital one; he managed to beat Sorosis in the last lap by a length. The last race of the day was the Gymkhana Club Cup which brought out the large field of seventeen ponies, resulting in a win for Victoria Rose by a neck from Lamerton.

We subjoin the detailed results of the races:—**THE JOCKEY CUP**—Winner \$300. Second \$150. Third \$75. For China ponies, subscription griffins of any season. To be ridden by jockeys who have not had more than two winning mounts previous to this meeting in Hongkong or China. Weight 12.5 inches as per scale. Winners bated, Entrance \$10. Once round.

Mr. Crookenden's Resolution, 1st 4lb.

Mr. Medico's Christmas Daisy, 1st 11lb.

Admiral Lambton's Double Dragon, 1st 11lb.

Mr. W. G. Pinn's Rickshaw Man, 1st 11lb.

Mr. Johnston's Hartwood, 1st 4lb.

Mr. G. Q. Henriques' Valentin, 1st 11lb.

Capt. P. H. M. Taylor's Tomahawk, 1st 11lb.

Mr. Ottery's Bulcher, 1st 11lb.

Mr. Johnston's Younger Brother, 1st 11lb.

Mr. Borneb's Bintaog Pinder, 1st 11lb.

Mr. Magpie's Job Trotter, 1st 11lb.

Mr. Smith's Daintoon, 1st 4lb.

Mr. Q. T. Insaur, 1st 11lb.

Major W. A. Eaton's Pituites, 1st 11lb.

Mr. Seib's Lightfoot, 1st 4lb.

A capital start considering the size of the field. Resolution headed round and took the front, but being challenged by Christmas Daisy yielded that position to the latter. Colonel Bayard's mount led all the way down to the village. Before that Hartwood was creeping up from the tenth to the sixth position. Leading in the home straight Christmas Daisy showed the way to some five or six ponies all in a bunch close to his heels. Hartwood lost ground in turning to the outer course, but Resolution shot to the front quite unexpectedly and took the race a winner by a short length. Christmas Daisy, Double Dragon and Rickshaw Man finished level.

Time: 1m. 59.45 sec.

Ponies.	Win.	Place.
Resolution	0	10
Double Dragon	0	16
Christmas Daisy	3	21
Rickshaw Man	2	10
	191	510

Dividends:—Winner—No dividend.

Places Resolution \$70.00, Double Dragon \$21.50; Christmas Daisy \$25.50; Rickshaw Man \$48.70.

Cash Sweep:—

Ticket No. 9, 11 \$393.75

" 80, 2nd \$56.15

" 3, 3rd \$56.25

Commission \$61.50

Total \$625.00

THE EXCHANGE PLATE.—Value \$1,000.

Presented by the Bankers and Exchange Brokers of Hongkong. Second to receive \$150; and third \$100. For China ponies. Weight for inches as per scale. Winners at this meeting of one race 7 lb. of two or more races 10 lb. extra. Griffins allowed 5 lb. Subscription griffins of this season 1909-1910 allowed 10 lb. Entrance \$15. From the two-mile post once round and in.

Total, \$5,350.00.

THE GERMAN CUP.—Presented by members of the Club Germania. Second to receive \$100; and third \$50. For China ponies. Weight for inches as per scale. Entrance \$10. One mile and a quarter.

Mr. Buxey's Warrior Rose 1st 12lb (Burkill)

Mr. W. G. Pinn's Man Man 1st 11lb (Johnston)

Mr. John Peel's Kirkpatrick II, 1st 8lb (Johnstone)
Messrs. Baverley & Standish's Worcester 1st 12lb (Laurence)
Mr. Buxey's Réve d'Or Rose 1st 9lb (Burkill)
Mr. Ellis Kadoorie's Tartar Chief 1st 11lb (Moller)
* 3lb over.
7lb penalty.

Kirkpatrick II, started the favourite. The quartette got away on equal terms. Worcester took the lead on passing the Stand in front of Tartar Chief, while Réve d'Or Rose and Kirkpatrick II, formed a partnership. At the Bowington Gate the field was in processional order, headed by Worcester, Tartar Chief, Kirkpatrick II, and Réve d'Or Rose. Mr. Johnston began to let go as the hill was negotiated and Kirkpatrick shot to the second and then the first position as he entered the straight. Worcester tried hard to challenge, but he was no match for John Peel's favourite. Kirkpatrick II. won in the same record. Time: 2m. 18.25 sec.

Ponies.	Win.	Place.
Kirkpatrick II	237	237
Worcester	68	96
Réve d'Or Rose	90	126

Dividends:—Win. \$70.00

Places, \$50.00, \$10.00

Cash Sweep:—

Ticket No. 67, 1st, \$565.85

" 72, 2nd, \$179.10

" 56, 3rd, \$89.55

Commission, \$99.50

Total, \$995.00

3.—THE HONGKONG DERNY.—A sweepstakes of \$10 each with \$2,000 added. For China ponies, *bona fide* griffins on date of entry. First pony to receive 70 per cent; second 20 per cent; and third 10 per cent. Weight for inches as per scale. One mile and a half.

Mr. Buxey's Royal Rose 1st 4lb (Burkill)

Mr. John Peel's Meynell 1st 11lb (Johnstone)

Mr. F. B. Marshall's Maple Tree 1st 12lb (Orichon)

Mr. Dryadson's Sorosis 1st 12lb (Laurence)

Mr. Buxey's Dwarf Rose 1st 12lb (Moller)

Mr. Ellis Kadoorie's Rubber Chief 1st 11lb (Moller)

Mr. F. B. Marshall's Perimmon Tree, 1st 12lb (Vida)

This was a beautiful race. Buxey's and Marshall's stables were represented by two ponies each, while Dryadson's, Ellis Kadoorie's and John Peel's sent out one each to capture the blue ribbon of the meeting. This companion Trees were the first to make their appearance on the course, Maple Tree being led to the post by his malco. Meynell then quietly followed, Royal Rose coming after with Sorosis behind him. Dwarf Rose had to be led up by way of Bowington to meet the stables. Royal Rose was given a little exercise by being trotted by Mr. Burkill for a sharp quarter mile. The stables found no difficulty in getting the field away. Perimmon Tree at once settled down in front of Sorosis, Maple Tree, Dwarf and Royal Rose, Meynell and Rubber Chief. In the first quarters of the race Perimmon Tree was leading by several lengths from Sorosis, Dwarf Rose third, Maple Tree, Meynell and Rubber Chief bringing up the rear. Royal Rose took the second place from Sorosis on entering the straight for the first time when Perimmon Tree was making the pace a rapid one for the field. First time passed the Stand the order was: Perimmon Tree, Dwarf Rose, Royal Rose, Sorosis, Meynell, Maple Tree and Rubber Chief. Perimmon Tree still commanded at the back stretch from Dwarf Pose, followed by Meynell. Sorosis took second place at the Football Stand, the rest in hot pursuit, Rubber Chief being last. Perimmon Tree was leading up the incline with Sorosis on his heels, and Dwarf Rose third. Meynell, creeping up, displaced Dwarf Rose at the Black Rock. Perimmon Tree, at this stage, still commanded the premiership, but this aying power was seen to begin to give way rapidly after the hot pace he put in the first stages of the race. Mr. Johnston now called upon Meynell who answered in grand style and with every stride reduced his distance from the leader. Perimmon Tree was only a length to the front at the village bend; he hugged the rail with Meynell by his side. Royal Rose dangerously threatened the leader's place, quarter, and the three—Perimmon Tree, Royal Rose and Meynell—raced neck and neck. Perimmon Tree fell away in favour of his stable companion—Maple Tree, and the race, resolved itself between Meynell and Royal Rose. Mr. Burkill's mount proved the superior pony of the two and passed the winning post a clear length in front of Meynell. Maple Tree was a good third. Dwarf Rose finished last. The race was intensely interesting and exciting in the finish.

Time: 3m. 11.15 sec.

Pari-Mutuel.

Ponies.

Win.

Place.

Royal Rose 103

Meynell 400

Maple Tree 346

Dividends:—Win. \$36.00

Places, \$7.50, \$5.64, \$13.20

Cash Sweep:—

Ticket No. 200, 1st \$3,344.50

" 418, 2nd \$955.00

" 156, 3rd \$477.50

Commission, \$575.00

Total, \$5,350.00.

THE GERMAN CUP.—Presented by members of the Club Germania. Second to receive \$100; and third \$50. For China ponies. Weight for inches as per scale. Entrance \$10. One mile and a quarter.

Mr. Buxey's Warrior Rose 1st 12lb (Burkill)

Mr. W. G. Pinn's Man Man 1st 11lb (Johnston)

Mr. T. F. Hough's Cadzow's Fame 1st 12lb (Vida) 3
 Mr. Ellis Kadoorie's Servian Chief 1st 11lb (Moller) 0
 Mr. Oddy's Trewint 1st 11lb (Crichton) 0
 Mr. Smith's Datimoo 1st 11lb (Scarlett) 0
 General Broadwood's Boreas 1st 11lb (Heathcote) 0
 Mr. Lawork's Spirit Level 1st 11lb (Laurence) 0
 Mr. Dash's Sunny Jim, 1st 11lb (Klimanek) 0
 Man-Mao faced away in front of the field to a poor start. Warrior Rose was second and Servian Chief third. Man-Mao stuck to his advantage on passing the winning post for the first time, followed by Warrior Rose and Servian Chief. The order was slightly changed at the gate when Cadzow's Fame took third place from Servian Chief. Working up he drew level with Warrior Rose and raced neck and neck up to Man-Mao who, at the Black Rock, had reduced his advantage to but a single length. Cadzow's Fame at this stage was second, and Warrior Rose third. A splendid race ensued in the last half mile and looked like winning by any one of the first four—Man-Mao, Cadzow's Fame, Warrior Rose and Servian Chief. They were almost level. Warrior Rose, spurred on the outer course while Johnston was using his whip freely on Man-Mao. Warrior Rose dashed ahead and won by a nose from Mr. Johnston's mount. Cadzow's Fame was a good third.
 Time: 2m. 40m.

Ponies.	Win.	Place.
Warrior Rose	76	216
Man-Mao	383	564
Cadzow's Fame	216	560
	708	1,600
Dividends:—Win.	\$47.81	
Place: \$7.30, \$5.50, \$5.60		
Cash Sweep:—		
Ticket No. 150, 1st, \$1,073.55		
2nd, \$239.30		
3rd, \$169.65		
Commission, \$188.50		
Total, \$1,835.00		

5.—THE CHINA STAKES.—Winner \$500. Second \$150. Third \$75. For China ponies. Weight for inches as per scale. Winners at this meeting of one race 7 lb.; of two or more races 10 lb. extra. Griffs allowed 5 lb. Subscription griffs of seasons 1908-1909 and 1909-1910 that have not won more than one race allowed 10 lb. Entrance \$10. Five furlongs.
 Mr. Buxey's Pet Rose, 1st 12lb (Burkill) 1
 Mr. John Peel's Heraldic, 1st 12lb (Johnstone) 2
 Mr. Ellis Kadoorie's Llama Chief, 1st 11lb (Moller) 3
 Mr. D. M. Slater's Rajput, 1st 8lb (Owner) 0
 Mr. Billiard's Snooker 1st 8lb (Kremer) 0
 Mr. Dash's Greyback 1st 8lb (Heathcote) 0
 Major H. Finlay's Billy, 1st 10lb (Master) 0

Ponies.	Win.	Place.
Pet Rose	148	499
Heraldic	184	354
Llama Chief	150	376
	816	1,535
Dividends:—Win.	\$14.80	
Place: \$5.30, \$5.70, \$5.60		
Cash Sweep:—		
Ticket No. 166, 1st, \$1,638.00		
2nd, 381.20d, 498.00		
3rd, 313.3d, 234.00		
Commission, 260.00		
Total, \$2,600.00		

6.—THE LUSITANO CUP.—Presented by the members of the Club Lusitano. For China ponies, hand fide, griffs on date of entry. Second to receive \$500, and third \$75. Weight for inches as per scale. Subscription griffs of this season 1909-1910 allowed 7 lb. Winners 7 lb. extra. Entrance 10. One mile.
 Mr. John Peel's Silverton, 1st 11lb (Johnstone) 1
 Mr. F. H. Kadoorie's Belgain Chief 1st 11lb (Moller) 2
 Mr. F. B. Marshall's Olive Tree 1st 11lb (Vida) 3
 Mr. T. F. Hough's Cadzow's Dream 1st 11lb (Master) 0
 Mr. Buxey's Real Rose 1st 11lb (Burkill) 0
 General Broadwood's Rufus 1st 11lb (Heathcote) 0

Ponies.	Win.	Place.
Pet Rose	148	499
Heraldic	184	354
Llama Chief	150	376
	816	1,535
Dividends:—Win.	\$14.80	
Place: \$5.30, \$5.70, \$5.60		
Cash Sweep:—		
Ticket No. 166, 1st, \$1,638.00		
2nd, 381.20d, 498.00		
3rd, 313.3d, 234.00		
Commission, 260.00		
Total, \$2,600.00		

A level start. First round past the Judge's Box the order was: Silverton, Olive Tree, Rose and Cadzow's Dream was last. At the back stretch Silverton led from Olive Tree with Real Rose third, Rufus fourth, Belgain Chief fifth and Cadzow's Dream last. In procession order the field negotiated the hill to the Black Rock, when Silverton partnered Olive Tree, Cadzow's Dream Real Rose, and Rufus Belgain Chief. Silverton led slightly from Cadzow's Dream round the bend. Real Rose took the outer course racing home. Belgain Chief was now coming up strong and challenged Silverton and Olive Tree. A fine race ensued to the winning post when Olive Tree was almost locked in between Silverton and Belgain Chief. Mr. Vida (Olive Tree's rider) raising his whip called out "Pull", but no protest was lodged after the race. Silverton won by a nose. Belgain Chief was a splendid second. Olive Tree was third.
 Time: 1m. 50 4/5 sec.

Ponies.	Win.	Place.
Silverton	315	474
Belgian Chief	93	188
Olive Tree	204	284
	932	1,381
Dividends:—Win.	\$13.50	
Place: \$5.80, \$8.00, \$6.70		
Cash Sweep:—		
Ticket No. 221, 1st, \$1,864.80		
2nd, 226, \$532.80		
455, 3rd, \$166.40		
Commission, \$196.00		
Total, \$2,960.00		

7.—THE CHALLENGE CUP.—Value one hundred guineas. For China ponies. A forced entry of \$10 each, but optional to China ponies subscription griffs of this or previous seasons. Weight for inches as per scale. To be won two years consecutively by a pony or ponies the *bona fide* property of the same owner or owners. Winner to receive \$300 and 70 per cent, second \$100 and 20 per cent, and third \$50 and 10 per cent. of the entrance fees until the cup is finally won, when the second pony will receive 75 per cent, and third pony 25 per cent. of the entrance fees. One mile and three-quarters.
 Mr. Buxey's Spring Rose, 1st 11lb (Burkill) 1
 Messrs. Findlay Moir's Giesler, 1st 9lb (Vida) 2
 Mr. F. B. Marshall's Palm Tree, 1st 11lb (Moller) 3
 Mr. Medico's Starlight, 1st 11lb (Master) 0
 Mr. Dryadust's Barry, 1st 12lb (Laurence) 0
 Mr. Johnston's Salvator, 1st 9lb (Owner) 0

Ponies.	Win.	Place.
Spring Rose	505	630
Giesler	299	384
Palm Tree	106	193
	554	1,501
Dividends:—Win.	\$8.50	
Place: \$5.20, \$5.60, \$5.80		
Cash Sweep:—		
Ticket No. 24, 1st, \$1,810.80		
2nd, 202, \$514.80		
337, 3rd, \$157.40		
Commission, \$186.00		
Total, \$1,860.00		

8.—THE NAVY CUP.—Presented by the officers of His Majesty's fleet. Second to receive \$500, and third \$75. For China ponies, subscription griffs of this season 1909-1910. Weight for inches as per scale. Winner of the German Cup to lb.; other winners 7 lb. extra. Entrance \$10. From the two-mile post once round and in.
 Mr. John Peel's Blackmore Vale, 1st 12lb (Johnstone) 1
 Capt. Dwyer and Baxley's Kerry, 1st 11lb (Laurence) 2
 Capt. P. H. M. Taylor's Tomahawk, 1st 11lb (Heathcote) 3
 Mr. Ellis Kadoorie's Bulgaria Chief, 1st 11lb (Moller) 0
 Mr. F. B. Marshall's Walnut Tree, 1st 11lb (Vida) 0
 Mr. Borneo's Bintang Pindar, 1st 11lb (Master) 0
 Messrs. Stabb and Murray Stewart's Cobalt, 1st 11lb (Crichton) 0
 Mr. Dash's Sunny Jim, 1st 11lb (Brice) 0
 Mr. Shamien's Homan, 1st 11lb (Kremer) 0

Ponies.	Win.	Place.
Blackmore Vale	490	403
Kerry	133	271
Tomahawk	13	22
	940	1,514
Dividends:—Win.	\$3.60	
Place: \$6.60, \$8.30, \$5.10		
Cash Sweep:—		
Ticket No. 142, 1st, \$1,795.50		
2nd, 260, \$513.00		
528, 3rd, \$156.50		
Commission, \$285.00		
Total, \$2,850.00		

A capital start. Bulgarian Chief forged ahead from Kerry on the rails second, Tomahawk third. First time past the post Bulgarian Chief was first, Kerry second, followed by Tomahawk. Going round the Bowington Kerry took the lead from Bulgarian Chief who was also displaced by Tomahawk. Nearing the bushes Kerry increased his lead by a length. Tomahawk creeping up took second place at the bottom of the incline and challenged Kerry unsuccessfully. Walnut Tree was coming up strong, but could not overtake the leader. At the village bend Kerry was in front of Tomahawk. A grand race home ensued, when Blackmore Vale came up in splendid style and going into the outer course challenged Tomahawk and Kerry, successively. He managed to displace both and won an exciting race by a length from Kerry. Tomahawk was a good third.
 Time: 2m. 21 1/5 sec.

Ponies.	Win.	Place.
Blackmore Vale	490	403
Kerry	133	271
Tomahawk	13	22
	940	1,514
Dividends:—Win.	\$3.60	
Place: \$6.60, \$8.30, \$5.10		
Cash Sweep:—		
Ticket No. 142, 1st, \$1,795.50		
2nd, 260, \$513.00		
528, 3rd, \$156.50		
Commission, \$285.00		
Total, \$2,850.00		

Mr. F. B. Marshall's Fig Tree, 1st 12lb (Vida) 1
 Mr. Dryadust's Sorosis, 1st 12lb (Laurence) 2
 Mr. Dryadust's Triad, 1st 11lb (Crichton) 3
 Mr. Ellis Kadoorie's Congo Chief, 1st 11lb (Moller) 0
 Congo Chief led the way for Sorosis Triad and Fig Tree. The quartette split into couples when passing the Judge's Box: Congo Chief partnered Sorosis and Fig Tree Triad. In this way they raced as far as the 1 1/2-mile post, when Sorosis broke away and assumed a slight lead from Congo Chief. Fig Tree left Triad behind at the village bend and challenged Sorosis for first place. The leader was on the rails. Fig Tree chose a free course on the outside and shot into the first place within a few stretches of the Judge's Box and won from Sorosis with a length to spare. Triad was a good third by half a length behind Sorosis.
 Time: 2m. 40 1/5 sec.

Ponies.	Win.	Place.
Fig Tree	407	494
Sorosis	136	146
Triad	70	93
	698	740
Dividends:—Win.	\$7.70	
Place: \$5.60, \$7.50		
Cash Sweep:—		
Ticket No. 290, 1st, \$1,501.55		
55, 2nd, \$429.30		
179, 3rd, \$214.65		
Commission, \$238.50		
Total, \$3,385.00		

9.—THE GYMNASIA CLUB CUP.—Value \$50. Presented by the members of the Gymkhana Club. Second to receive \$150 and third \$75. For all China ponies that have run at any Gymkhana meeting and subscription griffs of this season 1909-1910. Weight 10 st. 8 lb. Winners of any race other than races confined to subscription griffs 7 lb. extra. Subscription griffs of this season 1909-1910 allowed 7 lb. Winners at this meeting barred: jockeys who have never had a winning mount in either Hongkong, Shanghai or Tientsin allowed 5 lb. Allowances accumulative. Entrance \$10. Three quarters of a mile.
 Mr. Buxey's Victoria Rose, 1st 7lb (Burkill) 1
 Mr. John Peel's Lamerton, 1st 9lb (Johnstone) 2
 Mr. Dryadust's Coxcomb, 1st 11lb (Laurence) 3
 Mr. L. K. Leeson's Seafair, 1st 10lb (Blair) 0
 Mr. Waycough's No Change, 1st 8lb (Williams) 0
 Mr. Medico's Christmas Daisy, 1st 8lb (Col. Bayard) 0
 Mr. Smith's Exmoor, 1st 8lb (Scarlett) 0
 Mr. Oddy's Tremear, 1st 10lb (Crichton) 0

Ponies.	Win.	Place.
Victoria Rose	236	336
Lamerton	416	451
Coxcomb	39	76
	888	1,483
Dividends:—Win.	\$16.90	
Place: \$7.10, \$6.50, \$16.70		
Cash Sweep:—		
Ticket No. 54, 1st, \$1,559.25		
47, 2nd, \$445.50		
413, 3rd, \$222.75		
Commission, \$147.50		
Total, \$2,475.00		

Admiral Lambton's Double Dragon, 1st 11lb (Kremer) 0
 Sir Henry May's Astral, 1st 11lb (Master) 0
 Mr. D. M. Slater's Rajput, 1st 8lb (Slater) 0
 Admiral Lambton's Kampan, 1st 11lb (Heathcote) 0
 Mr. M. M. Drice's Toddlers, 1st 11lb (Moller) 0
 Mr. Dryadust's Best Friend, 1st 11lb (Vida) 0
 Mr. Seth's Lightfoot, 1st 8lb (Owner) 0
 Mr. Oddy's Trelade, 1st 7lb (Brice) 0
 Mr. Gilpin's Deceiver, 1st 6lb (Klimanek) 0

Ponies.	Win.	Place.
Victoria Rose	236	336
Lamerton	416	451
Coxcomb	39	76
	888	1,483
Dividends:—Win.	\$16.90	
Place: \$7.10, \$6.50, \$16.70		
Cash Sweep:—		
Ticket No. 54, 1st, \$1,559.25		
47, 2nd, \$445.50		
413, 3rd, \$222.75		
Commission, \$147.50		
Total, \$2,475.00		

The race was won by Victoria Rose, just a head from Lamerton.
 Time: 1m. 33 3/5 sec.

Ponies.	Win.	Place.
Victoria Rose	236	336
Lamerton	416	451
Coxcomb	39	76
	888	1,483
Dividends:—Win.	\$16.90	
Place: \$7.10, \$6.50, \$16.70		
Cash Sweep:—		
Ticket No. 54, 1st, \$1,559.25		
47, 2nd, \$445.50		
413, 3rd, \$222.75		
Commission, \$147.50		
Total, \$2,475.00		

Canton Riots.

SUMMARY DECAPITATION.

TEN THOUSAND TROOPS IN CANTON.
 [From Our Own Correspondent.]

Canton, 14th February.
 With reference to the disturbance between the newly-trained troops and the police, the state of affairs in the city of Canton is still uncertain at present. On the morning of Saturday last, a serious engagement took place between the troops and the men under Admiral Li Chun at Intong or thereabouts off the East Gate, lasting for about two hours. Owing to lack of arms and ammunition the mutineers, though strong in numbers, could not stand long against Li Chun's men. A score of the disaffected troops were killed, eleven captured, many surrendered, and others fled. Those captured were at once beheaded by order of Admiral Li. On the night of Saturday Admiral Li Chun, the Tartar Generals, and all other military officials and soldiers, to the number of over a thousand, maintained a sharp look-out at all the city gates. For the whole night Admiral Li kept vigil. The city gates are well closed. Large reinforcements have arrived here from neighbouring places and it is expected that order will soon be restored.

15th February.
 During the last four days five police stations in all inside the city were destroyed and one in the western suburb burnt down by the disbanded troops. After heavy losses in the encounter with Admiral Li Chun's soldiers, the survivors among the mutineers, about seven or eight hundred in all, made their escape across the White Cloud Hills, where they now remain in hiding. These newly trained troops were mostly natives of the Wei-chow, Unachow and Kachow prefectures, so they will probably flee across the White Cloud Hills to their native homes or to the districts along the East River. It is reported that these men formerly received six taels pay each a month, but it was reduced to six dollars only by H. E. Yuan Shu Hsun soon after his taking up the post as Canton Viceroy. For this reason the troops were greatly dissatisfied and on several occasions they attempted action in retaliation for their grievance. These men were enlisted about four years ago and have been well trained. Had they been in possession of sufficient arms and ammunition, the result of the recent disturbance would have been very serious. On the 13th instant, that is, the day after the engagement, referred to above, the men of the Fong Pin Hospital and other charitable institutions, proceeded to pick up over a hundred corpses of the troops in the Eastern Parade Ground and in the vicinity of the barracks at Intong and buried them. At present matters seem a little quieter, but it is reported that a great number of the soldiers are still hiding in various places in the city, so it cannot be said for certain that they will not resume action again. For the last two days, about eighty of these troops with arms and other weapons hidden in their persons, were arrested by the Banner-men soldiers at the gates when they were entering the city under the guise of common people. On receipt of an urgent telegram from Canton, the Commander-in-Chief Chao Ping Chik with his men arrived here on the 14th instant. At present there are in Canton no less than ten thousand soldiers, who have come to protect the city.

Again, in the afternoon of the 13th instant, when some children were looting off fire crackers and fire works in the vicinity of the No. 6 Police Station, close to the theatre, in the Western suburb, a policeman came up to stop them so as to prevent accident by fire. For this trifling cause, in a short space of time a mob collected, most of whom were alleged to be members of the "Small Dagger Society." The police arrested two of these men and took them to the station. The crowd got angry with the police and threw stones at the station with the result that the police fired at the crowd and killed one man. Things then became serious and in disorder; and the case was at once communicated to the Tao-tai of Constabulary, the Brigadier General and the Nambai Magistrate. These officials lost no time in proceeding to the scene to restore order and to hold an inquest on the body of the deceased. It was then about 6 o'clock in the evening. However, before a few words had been uttered by the officials, stones were thrown at them by the crowd, and fire was suddenly set to the station building. The officials could do nothing but escape for their lives. The policemen were also obliged to leave the station and to climb up the roof to escape. The fire brigades arrived at the scene of the conflagration to render assistance, but they were stopped by the miscreants from doing so. The fire was left to burn itself out and the police station was completely burnt down to the ground. On that occasion, the Nambai Magistrate was hit with a stone on his head and some other officials sustained more or less serious injuries. Attempts were also made to destroy the No. 5 Police Station in the western suburb, but under the remonstrance of the members of the Self-Government Society, and the appearance of a number of soldiers no action was taken. The gentry of the western suburb have organised a private militia for their self-defence.

To-day's Advertisements.

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.
 NOTICE.
 FROM this date, and during the absence of Mr. W. E. CLARKE from the Colony, Mr. JOHN ARNOLD will act as SECRETARY to the Company.
 By Order,
 R. SHEWAN,
 Chairman.
 Hongkong, 16th February, 1910. [185]

HONGKONG FIRE INSURANCE COMPANY, LIMITED.
 NOTICE TO SHAREHOLDERS.
 THE FORTY-FIRST ORDINARY MEETING OF SHAREHOLDERS will be held at the Office of the undersigned at 12 o'clock (noon) on WEDNESDAY, the 9th March.
 The TRANSFER BOOKS of the Company will be CLOSED from 12th inst. to the 9th proximo, both days inclusive.
 JARDINE, MATHESON & Co., LTD.,
 General Managers,
 Hongkong Fire Insurance Company, Limited.
 Hongkong, 15th February, 1910. [186]

PONIES! PONIES! PONIES!
 PUBLIC ROOP.
 THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, ON WEDNESDAY, the 23rd February, 1910, at 3 P.M., at the Fountain, opposite the City Hall, SEVERAL WELL-KNOWN RACE PONIES.
 Catalogues will be issued.
 TERMS:—As usual.
 HUGHES & HOUGH,
 Auctioneers.
 Hongkong, 16th February, 1910. [187]

FOR SHANGHAI, MOJI, KOBE AND YOKOHAMA.
 THE P. & O. S. N. Co's Steamer
 "SUNDA,"
 Captain R. A. Peters, will leave for the above places TO-MORROW, the 17th inst., at Noon.
 For Freight or Passage, apply to
 E. A. HEWETT,
 Superintendent.
 Hongkong, 16th February, 1910. [188]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
 FROM CALCUTTA, PENANG AND SINGAPORE.
 THE Company's Steamship
 "KUMSANG,"
 having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside, Cargo, impeding the discharge or remaining on board after 4 P.M., the 17th inst., will be landed at Consignee's risk and expense.
 No Fire Insurance will be collected.
 Bills of Lading will be countersigned by
 JARDINE, MATHESON & Co., LD.,
 General Managers.
 Hongkong, 16th February, 1910. [189]

SALON-CINEMA THEATRE,
 WYNDHAM (FLOWER) STREET, OPPOSITE GENERAL POST OFFICE.
 FIRST APPEARANCE IN HONGKONG
 OF THE
 FAMOUS COMEDienne
 HAPPY NELLIE MARSHALL.
 Miss ADA KING
 AND
 Miss RUBY CRYSTAL
 IN THEIR NEW REPERTOIRE.
 EXCELLENT FILMS. ORCHESTRA IN ATTENDANCE, DAILY CHANGE OF PROGRAMME, COMPLETE CHANGE TWICE A WEEK, MONDAY and FRIDAY, DAILY TWO PERFORMANCES.
 First commences: 8.30 half-price. Second commences 9.15.
 MATINEES EVERY SATURDAY and SUNDAY 4 p.m. Half-price.
 Hongkong, 29th January, 1910. [190]

MARTELL'S BRANDY.

THE MOST RENOWNED AND RELIABLE COGNAC BRANDY IN THE WORLD.

Used by Connoisseurs, the Medical Profession and Hospitals in preference to other Brandy.
 Messrs. Martell & Co. are the Pioneer and leading Cognac Growers and Distillers in the World.
 SOLE AGENTS—
 H. PRICE & CO., LD.,
 WINE MERCHANTS,
 12, Queen's Road.
 Telephone 111.
 Hongkong, 29th January, 1910.

Intimations.

SAUSAGES

OWN MAKE
 EXCELLENT and DELICIOUS
 Pure Pork
 AND
 Beef Sausages
 at 35 cents & 25 cents per lb.
 THE DAIRY FARM Co., LTD.
 Hongkong, 12th February, 1910. [191]

ASAHI BEER SAPPORO BEER

TO BE OBTAINED FROM ALL WINE DEALERS

"SOLIGNUM."
 A PERFECT preservative stain for Wood, Stone, and Brickwork.
 It protects against Decay, Fungus, Dry Rot, the Ravages of Insects and Vermin (especially the white ant) and the action of the weather.
 "Solignum" really does what is claimed for it, as may be seen from the testimonials of the Governments of India, the Sudan, &c.
 In Drums and Barrels of various colours.
 Prospectus and all further information from
 SIEMSEN & CO.,
 (Machinery Dept.) Hongkong,
 Sole Agents.
 Hongkong, 7th December, 1909. [192]

Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPEROR LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Island Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 10 DAYS HONGKONG to VANCOUVER, SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c. (Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From St. John, N.B.
"EMPEROR OF INDIA" SATURDAY, FEB. 20TH.	"EMPEROR OF IRELAND" FRIDAY, MARCH 25TH.
"EMPEROR OF JAPAN" SATURDAY, MAR. 26TH.	"EMPEROR OF IRELAND" FRIDAY, APRIL 22ND.
"EMPEROR OF CHINA" SATURDAY, APRIL 23RD.	"EMPEROR OF IRELAND" FRIDAY, MAY 20TH.
"EMPEROR OF INDIA" SATURDAY, MAY 14TH.	"ALLAN LINE" FRIDAY, JUNE 10TH.
"MONTEAGLE" TUESDAY, MAY 17TH.	"EMPEROR OF BRITAIN" FRIDAY, JULY 1ST.
"EMPEROR OF JAPAN" SATURDAY, JUNE 4TH.	

Each Trans-Pacific "Emperor" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamers as shown above. The "Emperor of Britain" and "Emperor of Ireland" are magnificent vessels of 14,500 tons, speed 13 knots, and are regarded as second to none on the Atlantic. The "Emperor" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States, and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Navy, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Government of China and Japan, and the families.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port £43.
Via New York £45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
W. CHAMBERLAIN, General Manager, Agents,
Corner Pender Street and Praya (opposite Blake Pier).

12)

INDO-CHINA STEAM NAVIGATION CO., LTD.

For	Steamship	Leaves
SHANGHAI via SWATOW	LIENSHING	FRIDAY, 18th Feb., Noon.
MANILA	LIENSHING	FRIDAY, 18th Feb., 4 P.M.
Kobe	LIENSHING	FRIDAY, 18th Feb., 11 Night.
SHANGHAI	LIENSHING	SATURDAY, 19th Feb., Noon.
SANDAKAN	LIENSHING	SATURDAY, 19th Feb., Noon.
TIEN TAI	LIENSHING	SATURDAY, 19th Feb., Noon.
5 GUPK, PENANG & CALUTTA	LIENSHING	TUESDAY, 22nd Feb., 4 P.M.
SHANGHAI	LIENSHING	FRIDAY, 25th Feb., Daylight.
MANILA	LIENSHING	FRIDAY, 25th Feb., 4 P.M.
SHANGHAI	LIENSHING	SUNDAY, 27th Feb., Daylight.
SHANGHAI, KOBÉ & MOJÍ	LIENSHING	TUESDAY, 28th Feb., Noon.

RETURN TOURS TO JAPAN (Occupying 24 Days).

The steamers *Kailang*, *Namsong* and *Fooking* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin it at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yokohama, Kobe, Osaka, Nagasaki, and Japan.

Taking Cargo on through Bills of Lading to Kaitai, Lahad, Dulu, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to—
JARDINE, MATHESON & CO., LTD.
Telephone No. 215.
Hongkong, 16th February 1910.

CHINA NAVIGATION CO., LTD.

For	Steamship	Leaves
HONGKONG & HAIPHONG	"SHANGHAI"	17th Feb., 10 A.M.
SHANGHAI	"SHANGHAI"	17th Feb., 4 P.M.
SHANGHAI	"SHANGHAI"	20th Feb., Daylight.
NINGPO & SHANGHAI	"SHANGHAI"	20th Feb., 4 P.M.
TSINGTAI, WEIHAIWEI & CHEFOO	"SHANGHAI"	23rd Feb., 4 P.M.
MANILA	"SHANGHAI"	23rd Feb., 4 P.M.
SHANGHAI	"SHANGHAI"	24th Feb., 4 P.M.
SHANGHAI	"SHANGHAI"	27th Feb., Daylight.
MANILA	"SHANGHAI"	27th Feb., 4 P.M.
MANILA, ZAMBOANGA & AUSTRALIA	"SHANGHAI"	1st Mar., 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA-TWIN-SORROW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

FAST SCHEDULE TWIN-SORROW STEAMERS (*Anhui*, *Chowan*, *Linan*, *Chichow*), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark on board on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares—\$45 single, \$80 return.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
Agents,
Telephone No. 15.
Hongkong, 16th February, 1910.

19)

HONGKONG—MANILA.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

Steamship

For

Sailing Dates.

RUBI

SAFARI

For Freight or Passage, apply to—
SHEWAN TOMES & CO.,
General Managers,
Hongkong, 14th February, 1910.

20)

Shipping—Steamers.

THE "SHIRE" LINE OF STEAMERS.
LIMITED.

PASSENGER SERVICE TO LONDON, ROTTERDAM & ANTWERP.

THE Steamer

"CARMARTHENSIRE"

Offering superior accommodation for First-class Passengers, will be despatched from Hongkong as above on or about 1st of March.

FARE TO LONDON £35

A Stewardess and fully qualified Doctor are carried.

For further particulars apply to

JARDINE, MATHESON & Co., Ltd.,
Agents.

Hongkong, 31st January, 1910.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct trans service, without transhipment, also shortest and fastest route from the Pacific Coast to CHICAGO.) Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamship	G. Tonnage	Leaves
TACOMA via MOJÍ, KOBÉ AND YOKOHAMA	"CHICAGO MARU"	6,182	WEDNESDAY, 23rd Feb., at Noon.
Do.	"YACOMA MARU"	6,178	WEDNESDAY, 23rd March, at Noon.
TACOMA via SHANGHAI, MOJÍ, KOBÉ AND YOKOHAMA	"FITZPATRICK"		FRIDAY, 25th March, at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for storage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamship	Leaves
TAMSAI via SWATOW & AMOY	"DAIGI MARU"	THURSDAY, 17th Feb., at Noon.
SHANGHAI via SWATOW, AMOY and FOOCHOW	"BUJUN MARU"	THURSDAY, 17th Feb., at Daylight.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "OHOSHU MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 16th February, 1910.

T. ARIMA, Manager.

14)

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS STEAMERS SAILING DATES, 1910

MARSEILLES, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID

KAGA MARU, Capt. M. Hagino, Tons 7000, WEDNESDAY, 2nd Mar., at Daylight.

ATSUTA MARU, Capt. Wm. Thompson, Tons 9000, WEDNESDAY, 16th Mar., at Daylight.

VICTORIA, B.C. & SEATTLE

TAMBA MARU, Capt. K. Sato, Tons 6500, WEDNESDAY, 16th March, From YOKOHAMA

VICTORIA, B.C. & SEATTLE

AWA MARU, Capt. S. Ishikawa, Tons 7000, TUESDAY, 20th March, at Noon.

SYDNEY AND MELBOURNE via MANILA, THURSDAY

NIKKO MARU, Capt. M. Yagi, Tons 6000, THURSDAY, 17th Feb., at Noon.

ISLAND, TOWNSVILLE AND BRISBANE

KUMANO MARU, Capt. M. Wicker, Tons 6000, FRIDAY, 18th March, at Noon.

SHANGHAI, MOJÍ AND KOBÉ

TAKASAKI MARU, Capt. A. Mochizuki, Tons 5000, THURSDAY, 24th Feb., at Noon.

MOJÍ, KOBÉ & YOKOHAMA

SHINANOMARU, Capt. R. Takeda, Tons 7000, SUNDAY, 20th Feb., A.M.

KOBÉ AND YOKOHAMA

MEYAZAKI MARU, Capt. T. Mori, Tons 9200, THURSDAY, 17th Feb., at Noon.

BOMBAY, via SINGAPORE

BOMBAY MARU, Capt. W. Evans, Tons 5000, TUESDAY, 22nd Feb., at Noon.

Fitted with new system of wireless telegraphy. * Cargo only. * Carries deck passengers.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,
Manager.

21)

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, OCEAN, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading Issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.

THE Steamship

"ASSAYE"

Captain Owen Jones, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 19th February, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Assaye*, 7,951 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Assaye*, due in London on 1st April, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 5th February, 1910.

16)

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER, B.C., TACOMA & SEATTLE VIA MOJÍ, KOBÉ AND YOKOHAMA.

Steamer Tons Captain Sailing Date

Oceano 4,657 F.W. Davies 18th Feb.

Kumari 6,333 J. Mathie 10th March

America 4,363 J. Boyd 7th April

Oceano 4,657 F.W. Davies 2nd June

These steamers are specially fitted for the carriage of Asiatic Steerage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to DODWELL & CO., LIMITED, General Agents.

22nd Floor, 17th January 1910.

17)

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"CARMARTHENSIRE"

Captain W. Gregory, will be despatched as above about 21st February.

For Freight or Passage apply to JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 17th January, 1910.

18)

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"CARMARTHENSIRE"

Captain R. L. Daniel, R.N.R., will be despatched as above about 1st March.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 31st January, 1910.

19)

STREAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER.

"KWONG SAI" Capt. M. S. OWEN.

Leave Hongkong for Canton at 9 a.m. every Sunday (Sundays excepted).

Leave Canton for Hongkong at 11 a.m. every Sunday (Sundays excepted).

These fine Steamers, owned by Chinese capitalists and operated by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey.....\$4.

Meals.....\$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD., and SHUI ON S.S. CO., LD., No. 5, Queen's Road West.

Hongkong, 10th April, 1910.

20)

Shipping—Steamers.

FOR SHANGHAI.

THE P. & O. S. N. Co.'s Steamship

"DELTA"

Captain B. W. H. Snow, will leave for SHANGHAI on FRIDAY, the 18th instant, at 1 P.M.

For Freight or Passage, apply to E. A. HEWETT, Superintendent.

Hongkong, 14th February, 1910.

21)

HONGKONG—BOSTON AND NEW YORK.

FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast.)

S.S. "MUNCASTER CASTLE" FRIDAY, 18th Feb.

For Freight and further information, apply to SHEWAN, TOMES & CO., General Agents.

Hongkong, 14th February, 1910.

22)

REGULAR STEAMSHIP SERVICE TO NEW YORK.

FOR PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK:

S.S. "PATHAN" On or about 28th Feb.

For Freight and further information, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 2nd February, 1910.

23)

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE"

Captain Helms, will be despatched as above on WEDNESDAY, the 2nd March, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	LAST DIVIDEND.	APPROXIMATE DIVIDEND AT PRESENT RATES OF EARNINGS	CLOSING QUOTATIONS.
BANKS.							
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$15,000,000 \$250,000	\$2,000,819	Interim of £2 for account 1909 @ 4 1/2 % = \$12.72	\$990 sellers London £91-
National Bank of China, Limited	90,025	47	46	\$4,000 \$3,000	\$30,551	\$2 (London 3/6) for 1903	\$73 buyers
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$254,383 \$302,790	none	\$10 for 1908	\$150 sales
North China Insurance Company, Limited	10,000	£15	£5	£12,000 £12,250 £12,180	£12,250	Final of 7/6 making 15/- for 1908	£12.123 buyers
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	\$1,000,000 \$128,248 \$105,240 \$682,609	\$1,464,921	Final of \$17 making \$47 for 1907 and interim of \$30 for 1908	\$910
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,000,000 \$294,405 \$109,264	\$7,747	\$12 and bonus \$5 for 1907	\$230 buyers
FIRE.							
China Fire Insurance Company, Limited	70,000	\$100	\$20	\$1,000,000 \$438,000 \$138,000	\$375,141	\$6 and bonus \$2 for 1907	\$118 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,431,173	\$38,711	\$27 for 1907	\$365 sellers
SHIPPING.							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$7,000	\$1,035	\$1 for 1906	\$8 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$280,000 \$100,000 \$180,000	Nil.	\$4 for year ending 30.6.1908	\$32 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$120,000 \$12,645	\$21,170	Interim of \$12 for account 1909	\$301 ex div. s.
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	£40,000 £4,000	£13,755	6/- for 1907 on Preference shares only @ ex 1/9 11/16 = 53.154	\$63 buyers
Do. Do. (Deferred)	60,000	£5	£5	£40,000 £4,000	£13,755	Final of 2/- for 1908 and interim of 1/- for s/c 1909	70/- buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£1,000,000 £48,000	£61,817	\$1.00 \$0.50 for year ending 10.4.1909	\$25 \$14
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$48,000	\$1,121		
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$350,000 \$56,848	Dr. \$1,558	\$5 for year ending 31.12.08	\$160 sa. and b.
Luxon Sugar Refining Company, Limited	7,000	\$1	\$100	none	Dr. \$1,558	\$5 for 1897	\$23 buyers
Perak Sugar Cultivation Company, Limited	7,000	£15	£50	£1,100,000	Dr. \$1,558	£1.10 for year ending 31.12.09	£14.70 sales
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£175,000	£43	Final of 1/6 making 3/- for 1909	£1.174
Headwaters Mining Company	60,000	£10	£10	none	none	First year	£1.10 buyers
Kaoh Australian Gold Mining Company, Limited	150,000	£1	£1	£4	£1,191	2d. 11 of 1/- = 16 cents	\$51 buyers
DOCKS, WHARVES & GODOWNS.							
Fenwick (Gq.) & Co., Limited	18,000	\$25	\$25	\$18,950 \$550,000 \$250,000	Dr. \$1,421	\$1.75 for year ending 31.12.08	\$10
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$55	\$50	\$400,000 \$88,441	\$10,102	None	\$61 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$5	\$50	\$1,000,000 \$221,000	\$345,162	Interim of \$14 for account 1909	\$54 buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	£15.100	£15.100	£15,000,000 £15,000,000	£15,000,000	Interim of £1.21 for 1912	£15.83 buyers
Shanghai and Hongkong Wharf Company, Limited	30,000	£15.1	£15.100	£15,000,000 £15,000,000	£15,000,000	Final of £15.5 making £15.10 for 1908	£15.124 sales
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	25,000	£15.1	£15.100	£15,000,000 £15,000,000	£15,000,000	£15.4 for year ending 29.2.09	£15.103 sales
Central Stores, Limited	50,123	\$15	\$15	\$200,000 \$200,000	\$24,041	\$1.10 on old and 60 cents on first new issue	\$16 buyers
Hongkong Hotel Company, Limited	12,000	\$5	\$5	\$24,000 \$24,000	\$24,072	Interim of \$2.40 on old and 40 cents on new shares for account 1909	\$17 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$1	\$1	\$250,000 \$25,000	\$26,475	Interim of 3/- for account 1909	\$27 new buyers
Humphreys Estate & Finance Company, Limited	150,000	\$1	\$10	\$15,000 \$15,000	\$1,486	60 cents for 1908	\$74 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$30	\$300,000 \$30,000	\$378	\$14 for 1908	\$29 buyers
Shanghai Land Investment Company, Limited	78,000	£15.50	£15.50	£15,000,000 £15,000,000	£15,000,000	Interim of £15.3 for account 1909	£15.174 s.
West Point Building Company, Limited	12,500	\$50	\$50	\$625,000 \$62,500	\$1,000,000	Interim of £2 for account 1909	\$41 ex div.
COTTON MILLS.							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	£15.50	£15.5	£15,000,000 £15,000,000	£15,000,000	£15.11 for year ending 31.10.09	£15.130 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	25,000	\$10	\$1	\$250,000 \$25,000	\$25,553	5 cents for year ending 31.7.08	\$6 sales
International Cotton Manufacturing Company, Ltd.	10,000	£15.75	£15.75	£15,000,000 £15,000,000	£15,000,000	£15.71 for year ending 30.9.06	£15.68
Laoh-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	£15.100	£15.1	£15,000,000 £15,000,000	£15,000,000	£15.4 for 1908	£15.76
Sey Chee Cotton Spinning Company, Limited	2,000	£15.50	£15.5	£15,000,000 £15,000,000	£15,000,000	£15.50 for 1906	£15.375
MISCELLANEOUS.							
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$1,150 \$1,150	\$648	15 % per share for 1908	\$10
China-Borneo Company, Limited	60,000	\$12	\$12	\$720,000 \$72,000	Nil.	\$1.20 for 1908	\$12
China Light and Power Company, Limited	50,000	\$10	\$10	\$500,000 \$50,000	\$51,138	50 cents for year ended 28.2.06	\$64 buyers
Do. Do. special shares	10,000	\$1	\$1	\$10,000 \$1,000	\$1,407	80 cents for 1909	\$84 ex div. b.
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$1	\$1,250,000 \$125,000	\$1,407	\$1.10 for year ending 31.7.09	\$16 buyers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$300,000 \$30,000	\$1,407	Interim of 35 cents for account 1909	\$94 sales
Green Island Cement Company, Limited	400,000	\$10	\$10	\$4,000,000 \$400,000	\$1,407	8 cents for year ending 31.12.08	\$12
H. Price & Company, Limited	12,000	\$10	\$10	\$120,000 \$12,000	\$1,407	\$1 and bonus 20 cts. for year ending 29.2.09	\$16 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$1	\$600,000 \$60,000	\$1,407	Interim of \$2 for account 1909	\$175 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$125,000 \$12,500	\$1,407	Interim of \$1 for account 1909	\$23 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$600,000 \$60,000	\$1,407	Final of £1.12 and bonus of £1.74 for 1909	£15.1035 sales
Maatschappij tot Rijp, Bosco en Landbouwen planten in Langkat, Limited	25,000	Gs. 100	Gs. 100	£15,000,000 £15,000,000	£15,000,000	80 cents on fully paid share and 6 cents on \$1 paid shares for year on 10.4.09	\$13 sellers
Peak Tramways Company, Limited	25,000	\$10	\$10	\$250,000 \$25,000	\$1,407	None	\$10 buyers
Philippine Company, Limited	75,000	\$0	\$0	\$750,000 \$75,000	\$1,407	None	\$10 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	£15.20	£15.20	£15,000,000 £15,000,000	£15,000,000	Final £15.5 making £15.8 for 1908	£15.1574 b.
South China Morning Post, Limited	6,000	\$25	\$25	\$150,000 \$15,000	Dr. \$56,602	None	\$23 sellers
Steam Laundry Company, Limited	20,000	\$25	\$25	\$500,000 \$50,000	\$63	40 cents for year ending 31.5.09	\$41
Union Waterboat Company, Limited	50,000	\$10	\$10	\$500,000 \$50,000	\$172	60 cents for year ending 31.12.03	\$10 sellers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$5	\$100,000 \$10,000	\$342	60 cents per ord. share for year ending 31.5.09	\$12 buyers
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	\$900,000 \$90,000	\$2,613	Final of 30 cents for 1908	\$7 sellers
William Powell, Limited	15,000	\$7	\$7	\$105,000 \$10,500	\$782	Final of 30 cts. making 60 cts. for the year ended 30th June, 1906	\$3 sellers
RUBBERS.							
Allagar Rubber Estates	750,000	2/1	2/1	none	none	None	7/9
Anglo-Malay Rubber Company, Limited (fully paid)	1,500,000	2/1	2/1	none	none	Interim of 12 1/2 % for account 1909	23/9
Belagowrie Rubber Estate, Limited	20,000	\$10	\$10	\$200,000 \$20,000	\$11,105	45 % interim for 1909	\$141
Castlefield Rubber Estate, Limited	37,050	£1	£1	none	none	2/6 for 1909	\$7/6
Damasara (Selangor) Rubber Co.	110,000	£1	£1	none	none	None	88
Golconda Malay Rubber Co.	60,000	£1	£1	none	none	7 1/2 % and interim for 1909	107/100
Highland & Lowland Para. Rubber Co. (fully paid)	18,454	£1	£1	£18,454	£8,784	None	8/10
Do. do. (contributory)	123,547	£1	£1	none	none	None	nominal
Kamuning (Perak) Rubber Tin & Co.	9,000	£1	£1	none	none	None	nominal
Do. do. A Shares	105,000	£1	£1	none	none	None	nominal
Do. do. B Shares	105,000	£1	£1	none	none	None	nominal
Kuala Lumpur Rubber Co., Limited	180,000	£1	£1	none	none	20 % for year ending 3.6.08	146/100 sales
Linggi Plantations, Limited (ordinary)	900,000	2/-	2/-	none	none	Interim of 40 % = 9d. for account 1909	39/100
Do. do. (7 1/2 % pref.)	10,000	£1	£1	£4,000	none	None	nominal
Ledbury Rubber Estates, Limited	6,000	£1	£1	none	none	None	39/100
Do. do. (contributory)	40,000	£1	£1	none	none	None	39/100
Saggs Rubber Company, Limited	20,000	£1	£1	none	none	Interim of 60 % for 1909	32/100
Sekong Rubber Company, Limited	10,000	£1	£1	none	none	3 % for 1908	50/100
Shelford Rubber Estate, Limited	25,000	£1	£1	none	none	None	\$500
Singapore & Johore Rubber Company, Limited	2,000	\$100	\$100	none	none	None	23/6
Sungei Choh Rubber Estate Company, Limited	45,000	£1	£1	none	none	7 1/2 % interim for 1909	107/100
Sungei Kepar Rubber Company	110,000	£1	£1	none	none		

Intimations

COMPANIA GENERAL DE
TABACOS
DE FILIPINAS.

ESTABLISHED IN 1882 CAPITAL £3,000,000.



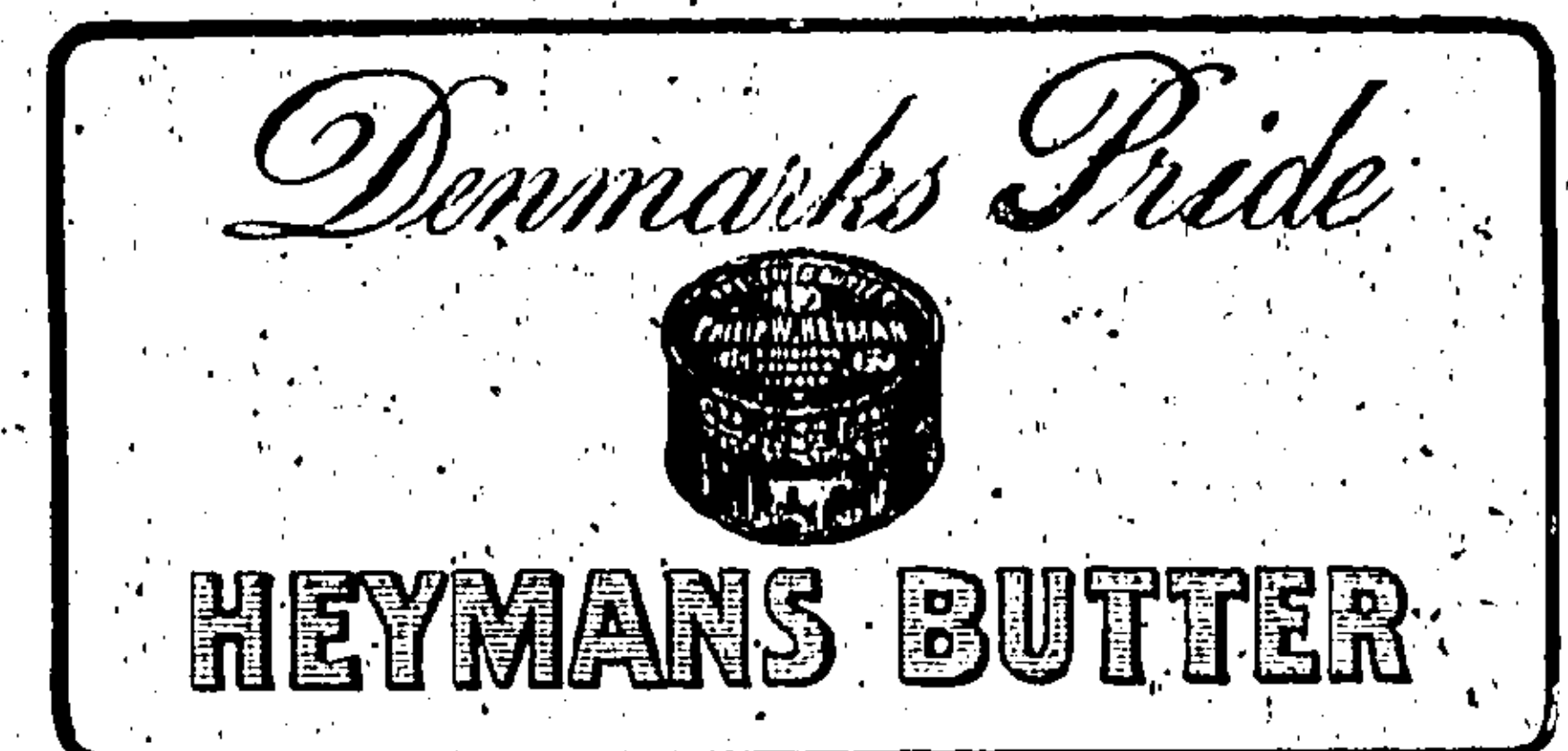
"LA FLOR DE LA ISABELA."

High grade cigars manufactured with the best selected leaf grown in the estates of the Company.

SPECIAL BRANDS:

Pigtails, Vagueiros Especiales, Regalia A Lopez, Regalia G Pereira, Favoritos A Lopez, Favoritos A Correa, Perfectos Especiales, Exquisitos, Reina Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

RETAILED IN ALL THE LEADING STORES.

BARRETTO & CO.,
AGENTS.

SIEMSEN & CO., Sole Agents.

REMINGTON
TYPEWRITERS

WITH ALL REQUISITES.

SIEMSEN & CO.,

SOLE AGENTS.

Hongkong, 1st August, 1909.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask
ex-Factory.In Bags of 150 lbs. net \$3.45 per Bag
ex-Factory.SHEWAN TOMES & CO.,
General Managers.

Hongkong, 11th August, 1909.

MOTOR CARS

FOR HIRE.

THE ONLY GARAGE IN TOWN.

REGRET MOTOR BOATS

You will NEVER if you

VISIT

MOHIDEEN &

THAHA,

in

D'AGUILAR STREET,

the

NEW JEWELLERS

AND DEALERS

in

CEYLON PRECIOUS

STONES

of every description, and

other GEMS.

Hongkong, 11th August, 1909.

FOR HIRE

ALWAYS AT BLAKE PIER.

NEW BICYCLES

FOR HIRE and SALE.

GENERAL REPAIRERS

TYPEWRITERS, BICYCLES

and MOTORS.

DRAGON CYCLE DEPOT,

33 and 35, Des Voeux Road.